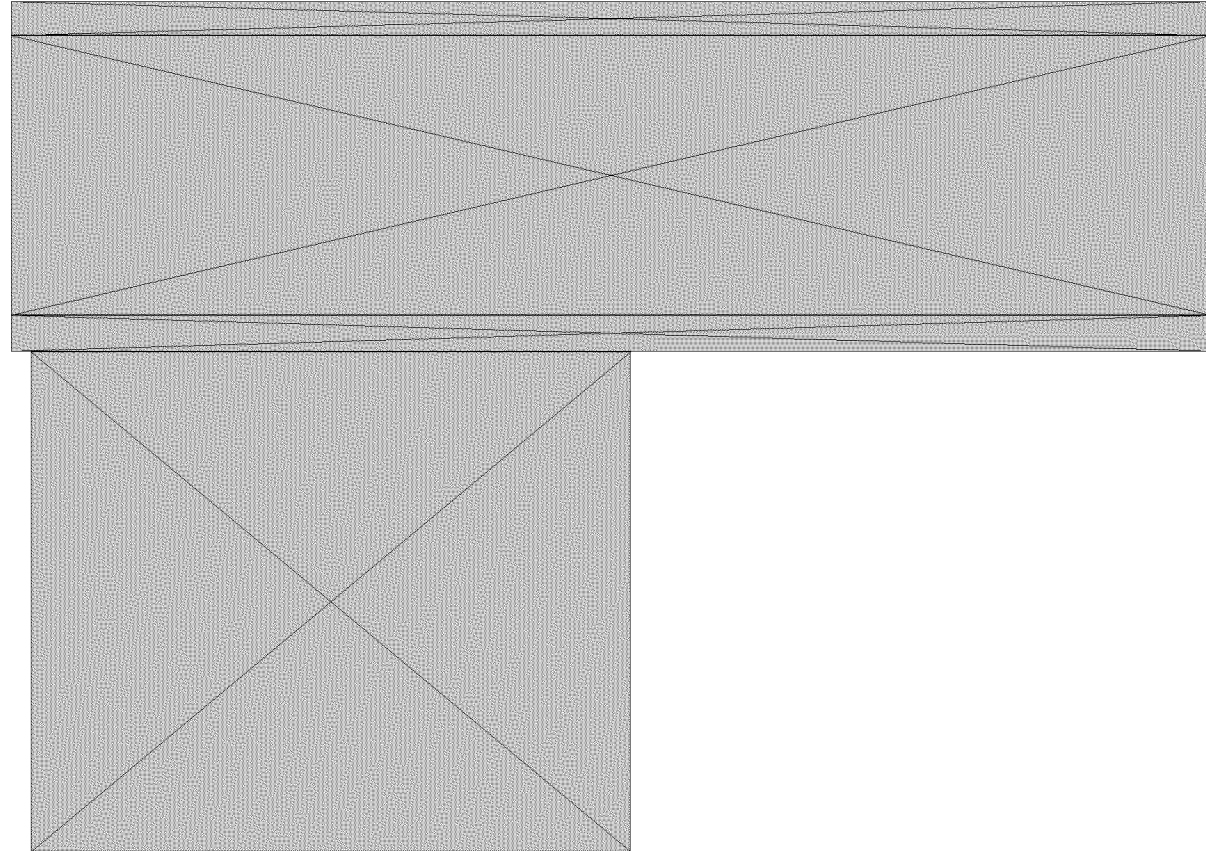


To: Fritz, Matthew[Fritz.Matthew@epa.gov]
From: EnergyGuardian
Sent: Tue 8/11/2015 9:43:47 PM
Subject: Aircraft industry, clean air advocates spar over EPA's role in plane emissions

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Energy and environment headlines for the afternoon of Tuesday, August 11, 2015



Aircraft industry, clean air advocates spar over EPA's role in plane emissions

By Kevin Rogers

The Environmental Protection Agency's sole public hearing on a proposal to find aircraft carbon emissions a public health danger made clear that the debate over regulating such emissions would focus on whether the agency should yield to an international regulator.

The hearing on the agency's proposed endangerment finding gave representatives of the aircraft industry an opportunity to urge EPA to creak with whatever the International Civil

Aviation Organization adopts in February 2016

But clean air advocates and environmental groups warned that deferring to the ICAO standards, which are currently being negotiated, would leave the U.S. and the international community vulnerable to "deeply insufficient" regulation.

The endangerment finding — and any regulations it might lead to — would cover aircraft engines made in the United States. EPA estimates that those engines account for 3 percent of total U.S. greenhouse gas emissions, 11 percent of total U.S. transportation emissions and 29 percent of global aircraft emissions.

Nancy Young, vice president for environmental affairs at Airlines for America, argued that, since the airline industry serves an international market, EPA should simply adopt whatever the United Nations-backed ICAO decides.

"Given the industry's demonstrated fuel-efficiency record and economic incentives to continue that trend, there's a real question as to whether any EPA regulation for greenhouse gas emissions from aircraft engines is needed," she said.

"That said, as aviation is a global industry, with airlines operating internationally, manufacturers selling their aircraft in international markets, it is critical that aircraft emissions standards be set at the international level and not imposed unilaterally," she added.

Leslie Riegler, director of environmental policy at the Aerospace Industries Association, took a similar stance, noting that the ICAO has more expertise regulating the aerospace industry, and that the U.S. has in the past abided by ICAO standards.

"I see no reason for the EPA to stray from this well-established precedent in addressing aircraft GHG emissions," she said.

Riegler also said adopting the ICAO standards would protect American companies.

"Doing so will ensure that domestic manufacturers are not placed at a competitive disadvantage with international competitors," she said.

But environmental groups argued that the ICAO standards wouldn't be sufficient to protect domestic and global skies from aircraft carbon, and called on EPA to develop a robust regulatory system.

Doug Wolf, a senior attorney at the Center for Biological Diversity, said the agency has a duty to establish its own regime, as U.S. aircraft emissions make up nearly a third of total world levels.

"The aircraft industry has too long evaded every attempt to make sure it does its fair share," he said. "U.S. aviation emissions harm the global economy in a hugely disproportionate fashion. (The) U.S. must reverse the situation and cut emissions quickly and deeply and

must reject the deeply insufficient measures proposed by the International Civil Aviation Organization.”

Wolf also called for the agency to speed up its process and release a proposed rule for aircraft emissions by November 2015, contending that the agency had waited too long on its endangerment finding.

Sancy Kruger, deputy director of the National Association of Clean Air Agencies, also endorsed a stringent domestic regulation for airplane emissions.

“Aircraft represent the single-largest transportation source of greenhouse gas emissions not subject to greenhouse gas standards. Clearly this is a sector that merits regulation commensurate with other transportation sectors,” she said. “In the U.S., this is especially critical, since state and local air control agencies do not have the authority under the federal Clean Air Act to regulate aircraft emissions beyond the limits set by EPA.”

Under its Advanced Notice of Proposed Rulemaking, EPA would exempt from emissions regulations smaller recreational aircraft, helicopters and military aircraft. The agency will continue to receive public comment on the proposal until August 31.

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EPA chief: Colorado mine spill 'pains me'

By Michael Biesecker

WASHINGTON (AP) — The head of the Environmental Protection Agency said Tuesday her department takes full responsibility for spilling 3 million gallons of mining waste that turned a southwest Colorado river an unnatural shade of orange, adding it "pains me to no end."

Gina McCarthy made the comments as her agency comes under increased scrutiny after federal and contract workers accidentally unleashed the spill last week while inspecting the abandoned Gold King mine near Silverton, Colorado.

The contaminated water that flowed into a tributary of the Animas and San Juan rivers contained high levels of arsenic, lead and other potentially toxic heavy metals. McCarthy expressed regret that the spill occurred and said her agency has "added responsibility here."

"It is really a tragic and very unfortunate incident, and EPA is taking responsibility to ensure that that spill is cleaned up," McCarthy said. "I am absolutely, deeply sorry that this ever happened."

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Navajo president: EPA says spill cleanup could take decades

By Susan Montoya Bryan and Ellen Knickmeyer

ALBUQUERQUE, N.M. (AP) — Townspeople affected by the millions of gallons of waste spilled from an abandoned gold mine and now flowing through their communities demanded clarity Tuesday about any long-term threats to their water supply.

Colorado and New Mexico made disaster declarations for stretches of the Animas and San Juan rivers and the Navajo Nation declared an emergency as the waste spread more than 100 miles downstream, where it will reach Lake Powell in Utah sometime this week.

EPA workers accidentally unleashed an estimated 3 million gallons of orange-yellow waste, including high concentrations of arsenic, lead and other potentially toxic heavy metals, while inspecting the long-abandoned Gold King mine near Silverton, Colorado, on Aug. 5.

EPA Administrator Gina McCarthy, who plans to tour the damage personally, said Tuesday in Washington, D.C., that she takes full responsibility for the spill, which she said "pains me to no end." She said the agency is working around the clock to assess the environmental impact.

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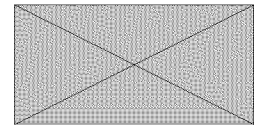
A message from the American Petroleum Institute

America is now the world's #1 natural gas producer and will soon be #1 in oil. Now more than ever, abundant energy means abundant prosperity, opportunity and security for all Americans.

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